(iv) Provision of stainless steel chairs;

(v) Improvement to lighting in concourse, Public Reservation System and waiting hall;

(vi) Improvement to concourse and Passenger Care Centre;

(vii) Provision of Coach Guidance System for two platforms;

(viii) Paving the prime area of platform No. 1 with granite slabs, provision of benches, platform sinks, etc.

(ix) Provision of Reverse Osmosis (RO) Plant for water purification; and

(x) Provision of plasma based train arrival/departure information display boards.

Following modernisation works have also been planned for completion by 30th September, 2008;

(1) Construction of second Booking Office near Parcel Office for shifting the existing Booking office;

(2) Provision of new Waiting room at Quilon-end and conversion of existing upper class waiting room into air-conditioned room; and

(3) Improvement to Information Centre.

Decline in acquisition of wagons

3516. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a sharp decline in the acquisition of railway wagons for the past ten years;

(b) if so, the reasons for the same; and

(c) the implications, if any, because of this decline?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Doubling and electrification of rail lines in Gujarat

3517. SHRI VIJAY KUMAR RUPANI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the criteria for double track railways line and electrification;

(b) by when the second ralways track is likely to be constructed on Viramgam-Rajkot line; and

(c) by when the Ahmedabad-Rajkot railway line would be fully electrified?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Doubling and electrification of tracks are considered primarily on traffic volumes, economic viability and operational necessity and availability of funds. As per as Viramgam-